

a part of the tunnel 1 is omitted, and the tunnel 1 forms a one way road. At least one temperature detection means 3 is installed on the upper portion inside the tunnel 1. The temperature detection means 3 has a function to detect the increase of a temperature when a fire breaks out inside the tunnel 1, and outputs a temperature signal T1 when an atmospheric temperature exceeds a given temperature (e.g., 80°C) at the time when the fire broke out. Accordingly, the temperature detection means 3 can be formed of not only a temperature sensor but also a temperature switch for outputting the temperature signal T1 while a contact is closed when the atmospheric temperature exceeds the given temperature.---

Please replace the paragraph beginning at page 9, line 7, with the following rewritten paragraph:

C3
---Third and fourth check valves 61, 62 are connected to both sides of the pump 60 driven by a motor 60A and the pressure reduction passage 59 has the other end connected to the second passage 55 at the connection point 59a and one end connected to the third passage 56 (wheel brake 53) via a reservoir 63 and a second selector valve 70. Accordingly, the pressure reduction passage 59 is provided while detouring the first selector valve 58. The second selector valve 70 has a communication position f and a shut-off position g, and is normally positioned at the shut-off position g. Third and fourth check valve 61, 62 allows the brake fluid to flow from the side of the wheel brake 53 toward the side of the master cylinder 51 (accumulator 64). The brake fluid which enters from the wheel brake 53 inside the reservoir 63 can drive the pump 60 and then it can be discharged.---

Please replace the paragraph beginning at page 9, line 29, with the following rewritten paragraph:

C4
---One end of a suction passage 73 is connected to the pressure reduction passage 59 between the pump 60 and second

selector valve 70. The suction passage 73 intervenes a charging valve 74 therein and has the other end connected to the first passage 54, resulting in connecting the reservoir tank 51d of the master cylinder 51. The charging valve 74 has a communication position h and a shut-off position i and is normally positioned at the shut-off position i.---

Please replace the paragraph beginning at page 12, line 10, with the following rewritten paragraph:

C5 ---The operation of the automatic braking device 6 when a fire breaks out in the tunnel 1 is described now.---

Please replace the paragraph beginning at page 12, line 12, with the following rewritten paragraph:

C6 ---When a fire breaks out in the tunnel 1, the increase of an atmospheric temperature caused by the fire is detected by the temperature detection means 3, and the temperature detection means 3 outputs the temperature signal T1. The temperature signal T1 outputted by the temperature detection means 3 is inputted to the transmitter 4, and the transmitter 4 outputs the danger signal T2 which is received by the receiver 7 of the vehicle 8 which travels on the road 2 toward the tunnel 1. As a result, the receiver 7 outputs the control signal T3 based on which the automatic braking device 6 is controlled by the microcomputer 80.---

Please replace the paragraph beginning at page 16, line 3, with the following rewritten paragraph:

C7 ---According to the fifth and eighth aspects of the invention, it is possible to prevent in advance the vehicle from traveling toward a fire spot when a fire breaks out on a road, e.g. inside a tunnel so that the vehicle is avoided to be influenced by the fire. As a result, the safety of the vehicle is improved.---
